MONTGOMERY COUNTY FIRE AND RESCUE SERVICE
DRIVER/OPERATOR TRAINING PROGRAM

Practical Application Guide Sheet

CAFS Overhaul Engine Evolution

(Revised March 2015)

Driver Performance Competency: The driver candidate shall place in service a 200' 1-3/4" CAFS attack line with a 120 GPM flow rate for the purpose of overhaul. This line shall be in pumped in accordance with Fire Chief's General Order 10-03.

1. Position Engine past hydrant to allow for straight lay of a supply line. _____(3)

2. Stop Engine and apply parking brake. _____(3)

3. Dismount the cab and wrap supply line and layout strap around hydrant. _____(3)

4. Complete layout to designated location at speed no greater than 10 MPH. _____(3)

5. Stop Engine and apply parking brake. _____(3)

6. Engage pump. Listen for pump to engage, speedometer reading approximately 10-15 MPH and green "Ok To Pump When Lit" indicator light in cab should be illuminated. Operator should also hear Air Compressor engage. _____(3)

7. Place wheel chock at appropriate location. _____(3)

8. Operator will confirm the following: Pump panel gauges are illuminated, FoamLogix Pump is on, Air Compressor is on and producing pressure, there is positive water discharge pressure on the Master Discharge Gauge and the "Tank To Pump" valve is open. _____(3)

9. Assistant will deploy a 200' 1-3/4" preconnected crosslay. _____(1)

10. Check hose bed for clearing and assist with attack line deployment as necessary. _____(3)

11. Proctor will advise candidate what type of CAFS (wet, fluid, or dry) is desired. Candidate will then adjust the air/water ratio to an acceptable ratio. (Wet = 0.5-1.5; Fluid = 2.0-3.0, Dry = 11) _____(1)

12. Ensure that Tank to Pump valve is open and operate Primer Pump until water discharges to the ground. _____(3)

13. Open TPM control device to appropriate pressure. _____(1.5)

14. Throttle up to proper pressure before opening discharge (120 psi). _____(5)

15. Open the proper discharge valve on pump panel. _____(3)

16. Allow Compressed Air Foam to fill overhaul line. _____(3)

Discharge Pressure: _____

17. Set TPM control device. _____(4)

18. Check overhaul line to ensure charging, free of obstructions, and remove all kinks missed by crew. _____(3)

19. Ensure that there is a means for water to be constantly circulating through the pump for cooling in the event that the line is shut down. _____(5)

20. Monitor pump panel, pump, engine compartment gauges, and radio. _____(3)

21. Disconnect supply hose from bed and attach to rear MIV. _____(1)

22. Advise Supply Engine to "charge your supply line" indicating that you are ready to receive water. _____(5)

23. Once supply line is charged the operator will keep the REAR MIV valve closed and verify that the Auto Fill valve is in the "Automatic" position. _____(5)

24. Monitor water tank level to ensure Auto Fill valve is opening and closing appropriately. _____(1)

25. Monitor pump panel, pump, engine compartment gauges, and radio. _____(3)

26. Throttle down when advised by Command. _____(5)

27. Turn Foam Pump and Air Compressor off and flush fresh water through handline until clear water flows. _____(5)

28. Close discharges and ensure Auto Fill Valve is closed. Take pump out of gear. _____(5)

29. If tank water is not completely full, open rear MIV and Tank Fill. _____(1)

30. Return TPM to "0." _____(1)

31. Refill Class A Foam tank using EZ-Fill system. _____(5)

31. Clean strainer after EVERY CAFS use. _____(3)

36. Ensure that Engine is ready for service. _____(2)

Total Possible Points 100 **Candidate's Score _____**

Critical Fail Points

Failure to successfully perform any of the following components will result in an automatic failure of this evolution regardless of total score.

-Not delivering the requested product
-Improper setting of the TPM at any stage of the evolution
-Loss of CAFS/pressure in CAFS line
-Not using Autofill
-Opening an MIV (except for refilling tank water at the conclusion of the evolution)
-Opening CAFS discharge prior to throttling up to intended discharge pressure
-Inappropriate CAFS line discharge pressure
-Inability to provide appropriate air/water ratio at the proctor's request
-Failure to use wheel chock
-Activation of TRV

PASS **FAIL**

_____ _____
Test Evaluator **Date**